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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT	25X1
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INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 17 Apr 11 1953

SUBJECT Josef Stalin State Locomotive and Railroad
Car Plant in Poznan

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PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
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This is UNEVALUATED Information

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1. The Państwowa Fabryka Parowozow i Wagonow Josef Stalin (Josef Stalin Nationalized Locomotive and Railroad Car Plant) was located on the main street in Poznan about 2 km from the railroad station. The plant had a spur track. 1
2. During World War II, the plant was operated under German management as an ammunitions plant. Almost all the ammunitions machinery has, in the meantime, been dismantled and shipped to the U.S.S.R.
3. The plant consisted of two sections on opposite sides of the main street. The north section was about 1,000 x 800 meters; the south section was somewhat larger. The report is concerned with the north section only. 2 Most of the machinery dated back to the time when the plant was operated by the Germans. The plant received its power supply from a power station, with an unidentified capacity, located outside the plant. 3
4. The plant produced locomotives and freight cars principally but, in addition, a few coaches and express train cars. [redacted] the design of the 15-ton freight car model was probably based on the old German type, formerly produced in the plant, since it resembled this model on the outside. About 275 x 15-ton freight cars were produced in the plant monthly. Monthly production of the plant also included five locomotives, probably of the average type freight locomotive. 4 [redacted] coaches and express train cars were produced only as models. 5

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25 YEAR RE-REVIEW

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6. The total number of workers employed in the north and south sections of the plant was about 5,000 including about 700 PW's who worked as skilled workers and as auxiliary and transportation workers. In the assembly shop there were about 1,000 workers working in three shifts.

1. Comment. For location sketch of the plant, see Annex 1.

2. Comment. The north section is probably the west section of the plant, and the south section the east section of the plant.

3. Comment. For layout sketch of the plant, see Annex 2.

4. Comment. Other information reported that the plant was producing 300 locomotives annually for the USSR.

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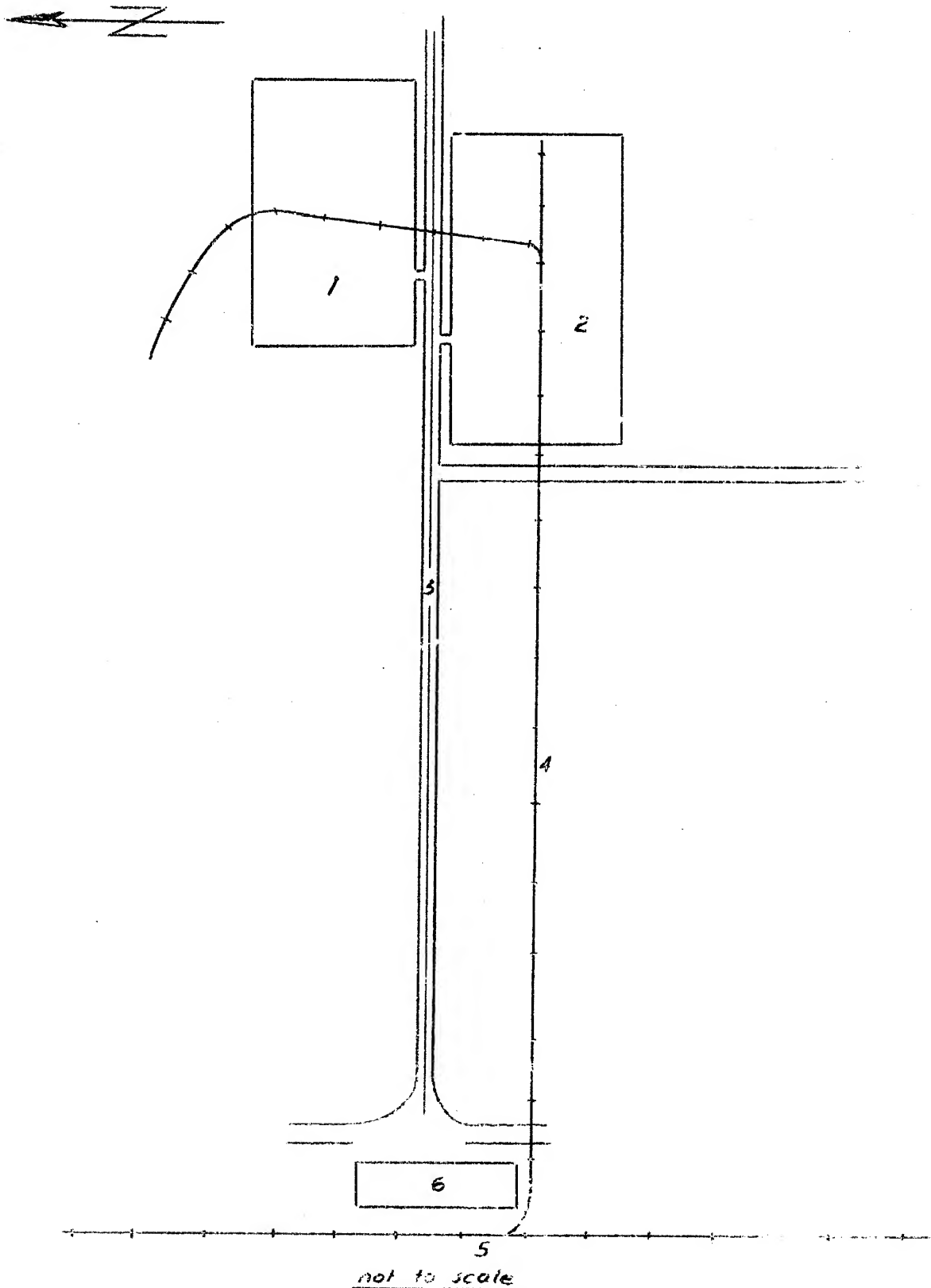
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ANNEX 1

Location sketch of the Josef Stalin Locomotive and Railroad Car
Plant in Poznan

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Annex 1

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Legend:

1. North section of the Josef Stalin Locomotive and Railroad Car Plant.
2. South section of the Josef Stalin Locomotive and Railroad Car Plant.
3. Main street with streetcar line. The distance from the railroad station to the plant was from 1.5 to 2 km.
4. Spur track to the plant.
5. Main railroad line.
6. Poznan railroad station.

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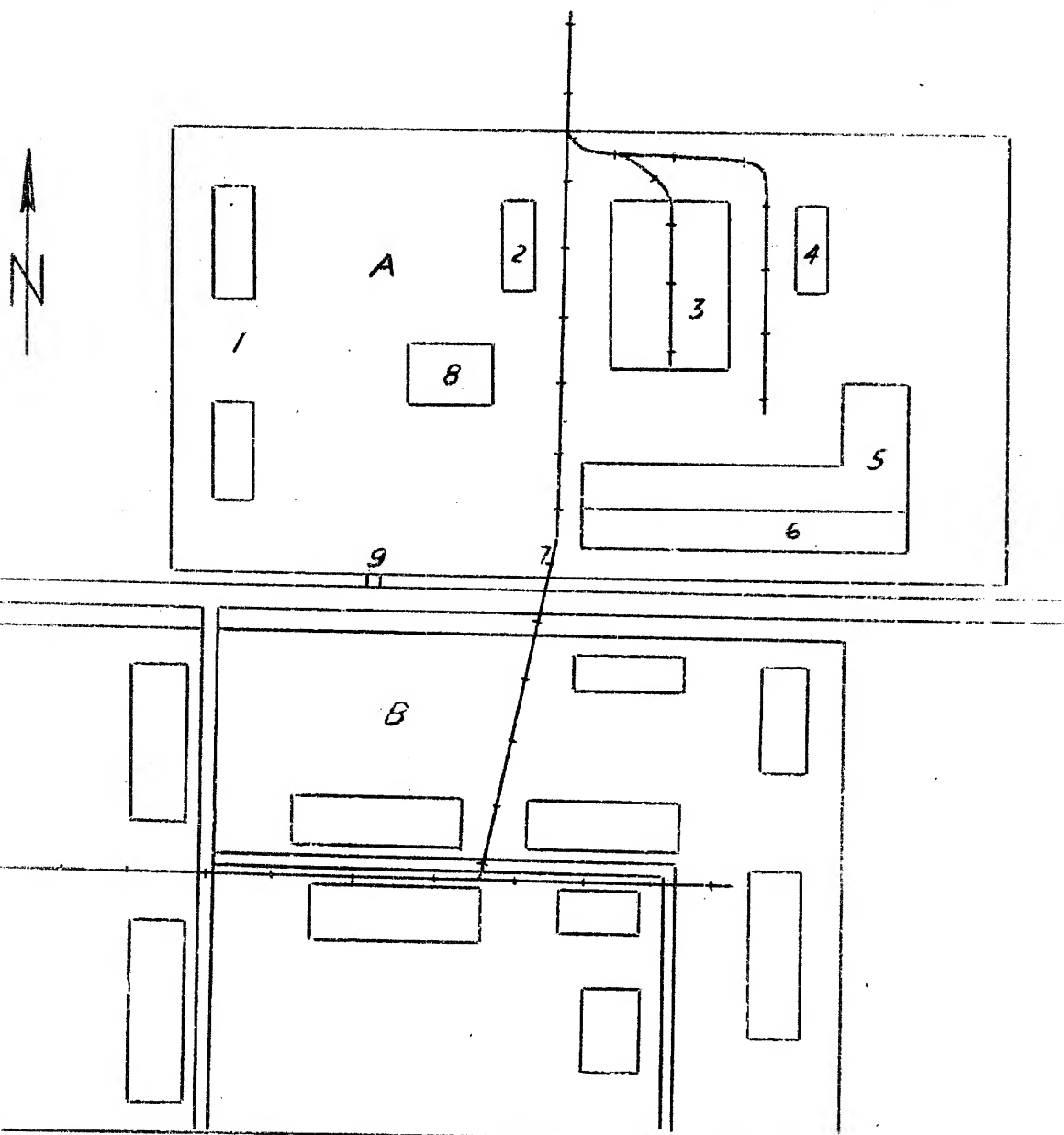
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ANNEX 2

Layout sketch of the Josef Stalin Locomotive and Railroad Car Plant in Poznan



not to scale

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SECRET/ [REDACTED]

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[REDACTED] 25X1

Annex 2

Legend:

A. North section of the plant.

B. South section of the plant. [REDACTED]

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1. PW camp surrounded by a barbed-wire fence. The camp consisted of two former brick workshop buildings, each about 50 meters long and 18 meters wide.
2. Shed for the storage of riveting hammers and welding apparatus. The rough assembly of railroad cars and locomotives was done in front of this shed before being moved into the workshop building; they were moved by two cranes. The shed is a low stone structure, about 60 meters long and 15 meters wide.
3. Assembly shop, a strong steel structure with brick walls and glass roof. The steel frame was reinforced about every 50 meters by iron pillars. The workshop was 250 meters long and 150 meters wide. A spur track passed through the entire workshop leading to the varnishing shop. Side tracks branched from the main spur track; those to the right were used for the assembly of locomotives, those to the left for the assembly of railroad cars. The section of the main spur track within the workshop had four turntables. There were also two travelling cranes in the workshop running above the assembly stands. It was a double track installation with an alleged carrying capacity of 20 tons. In addition, the equipment of the workshop included 1 heavy steam hammer, 1 medium heavy press, 1 shears, 2 drilling machines, 2 punches, 1 planing machine, and 5 lathes including 1 spindle lathe. There was also a power unit which could operate a total of 20 electrical riveting hammers. The electric welding installations could be connected with an additional power unit. The workshop was only used for the assembly of locomotives and railroad cars. The parts were supplied from the south section of the plant and from a branch plant located east of Poznan. The varnishing shop was installed in the lower part of the workshop separated by a partition wall. In the last months of the observation period the railroad cars were being sprayed.
4. Work sheds. See also Item No 2.
5. Apprentices' workshop building where apprentices were trained as engineers; a two-story stone structure with a wing. It was 350 meters long and 25 meters wide. All machines used in the heavy industry were set up here. This workshop had no working relationship with other shops.
6. Plant school building, a three story stone building, about 350 x 20 meters. The training of the apprentices in theory was done in this school by excellent specialists. One course lasted for two years. About 350 apprentices participated in each course. The school was founded in 1947.
7. Spur track.
8. Power station, a stone building, 25 meters square. It was used only as a switching station.
9. Plant entrance.

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